



## APPLICATION FOR FINANCIAL ASSISTANCE

Revised 7/93

CT 804

IMPORTANT: Applicant should consult the "Instructions for Completion of Project Application" for assistance in the proper completion of this form.

SUBDIVISION: VILLAGE OF WOODLAWN CODE # 061-86366

DISTRICT NUMBER: 2 COUNTY: HAMILTON DATE 09 / 30 / 93

CONTACT: David M. Emerick, P.E. PHONE # (513) 791-1700

(THE PROJECT CONTACT PERSON SHOULD BE THE INDIVIDUAL WHO WILL BE AVAILABLE ON A DAY-TO-DAY BASIS DURING THE APPLICATION REVIEW AND SELECTION PROCESS AND WHO CAN BEST ANSWER OR COORDINATE THE RESPONSE TO QUESTIONS.)

PROJECT NAME: GLENDAL ROAD IMPROVEMENTS

## SUBDIVISION TYPE

(Check Only 1)

- ☐ 1. County  
☐ 2. City  
☐ 3. Township  
☒ 4. Village  
☐ 5. Water/Sanitary District  
(Section 6119 O.R.C.)

## FUNDING TYPE REQUESTED

(Check All Requested &amp; Enter Amount)

- ☒ 1. Grant \$ 195,200.00  
☐ 2. Loan \$ \_\_\_\_\_  
☐ 3. Loan Assistance \$ \_\_\_\_\_  
MBE SET-ASIDE OFFERED  
Construction \$ 244,000.00  
Procurement \$ \_\_\_\_\_

## PROJECT TYPE

(Check Largest Component)

- ☒ 1. Road  
☐ 2. Bridge/Culvert  
☐ 3. Water Supply  
☐ 4. Wastewater  
☐ 5. Solid Waste  
☐ 6. Stormwater

TOTAL PROJECT COST: \$ 244,000.00 FUNDING REQUESTED: \$ 195,200.00

## DISTRICT RECOMMENDATION

To be completed by the District Committee ONLY

GRANT: \$ 195,200.00 LOAN ASSISTANCE: \$ \_\_\_\_\_

LOAN: \$ \_\_\_\_\_ % \_\_\_\_\_ TERM: \_\_\_\_\_ Yrs. (Attach Loan Supplement)

(Check Only 1)

- ☐ State Capital Improvement Program  
☐ Local Transportation Improvements Program  
☒ Small Government Program

## DISTRICT MBE SET-ASIDE:

Construction \$ \_\_\_\_\_  
Procurement \$ \_\_\_\_\_

## FOR OPWC USE ONLY

PROJECT NUMBER: C \_\_\_\_\_ / C \_\_\_\_\_ APPROVED FUNDING: \$ \_\_\_\_\_

Local Participation \_\_\_\_\_ % Loan Interest Rate: \_\_\_\_\_ %

OPWC Participation \_\_\_\_\_ % Loan Term: \_\_\_\_\_ Years

Project Release Date: \_\_\_\_\_ Maturity Date: \_\_\_\_\_

OPWC Approval: \_\_\_\_\_ Date Approved: \_\_\_\_\_

## 1.0 PROJECT FINANCIAL INFORMATION

### 1.1 PROJECT ESTIMATED COSTS:

(ROUND TO NEAREST DOLLAR)

- a) Project Engineering Costs:
- 1. Preliminary Engineering \$           .00
  - 2. Final Design \$           .00
  - 3. Other Engineer's Services \* \$           .00
    - Supervision \$           .00
    - Miscellaneous \$           .00
- b) Acquisition Expenses:
- 1. Land \$           .00
  - 2. Right-of-Way \$           .00
- c) Construction Costs: \$ 221,800.00
- d) Equipment Purchased Directly: \$           .00
- e) Other Direct Expenses: \$           .00
- f) Contingencies: \$ 22,200.00
- g) TOTAL ESTIMATED COSTS: \$ 244,000.00

MBE \$	FORCE ACCOUNT \$
<u>          </u>	<u>          </u>
<u>          </u>	<u>          </u>
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### 1.2 PROJECT FINANCIAL RESOURCES:

(ROUND TO NEAREST DOLLAR AND PERCENT)

		%
a) Local In-Kind Contributions	\$ <u>          .00</u>	<u>          </u>
b) Local Public Revenues	\$ <u>24,400.00</u>	<u>10</u>
c) Local Private Revenues	\$ <u>          .00</u>	<u>          </u>
d) Other Public Revenues		
1. ODOT PID # <u>          </u>	\$ <u>          .00</u>	<u>          </u>
2. EPA / OWDA	\$ <u>          .00</u>	<u>          </u>
3. OTHER MRF (1994)	\$ <u>24,400.00</u>	<u>10</u>
SUB-TOTAL LOCAL RESOURCES:	\$ <u>48,800.00</u>	<u>20</u>
e) OPWC Funds		
1. Grant	\$ <u>195,200.00</u>	<u>80</u>
2. Loan	\$ <u>          .00</u>	<u>          </u>
3. Loan Assistance	\$ <u>          .00</u>	<u>          </u>
SUB-TOTAL OPWC RESOURCES:	\$ <u>195,200.00</u>	<u>80</u>
f) TOTAL FINANCIAL RESOURCES:	\$ <u>244,000.00</u>	<u>100 %</u>

\* Other Engineer's Services must be outlined in detail on the required certified engineer's estimate.

### 1.3 AVAILABILITY OF LOCAL FUNDS:

Attach a summary from the Chief Financial Officer listed in Section 5.2, listing all local share funds budgeted for the project and the date they are anticipated to be available.

## 2.0 PROJECT INFORMATION

**IMPORTANT:** If project is multi-jurisdictional, information must be consolidated in this section.

### 2.1 PROJECT NAME: GLENDALE ROAD IMPROVEMENTS

### 2.2 BRIEF PROJECT DESCRIPTION - (Sections a through d):

#### a. SPECIFIC LOCATION:

Glendale Road from Glendale Milford Road north to Oak Road at the north Corporation Line (see attached map).

PROJECT ZIP CODE: 45215

#### b. PROJECT COMPONENTS:

Full depth repairs of concrete joints; extensive full depth asphalt repairs; widen lanes an average of 4' to provide 12 foot lanes for truck traffic; 2" asphalt concrete leveling course; 1-1/4" asphalt concrete surface course, aggregate shoulders and pull off parking areas, place raised pavement markers; ditchline regrading; clean out non-functional storm sewer conduits and replace two sections of undersized 12" storm sewer conduit with 24" conduit; replace non-functional 12" culverts.

#### c. PHYSICAL DIMENSIONS / CHARACTERISTICS:

This two lane section of roadway is 2925 feet long, varying in width from 19 feet to 22 feet. There are two railroad crossings in the proposed project area.

#### d. DESIGN SERVICE CAPACITY:

**IMPORTANT:** Detail shall be included regarding current service capacity vs. proposed service level. If road or bridge project, include ADT. If water or wastewater project, include both current residential rates based on monthly usage of 7,756 gallons per household. Attach current rate ordinance.

The existing roadway dimensions will be widened to 24' to accommodate the heavy mix of truck and bus traffic. The average daily traffic on Glendale Road is 1,336 vehicles (1993 count). This includes 42 Princeton City School District buses and Metro buses serving the Cincinnati Area Goodwill Headquarters.

### 2.3 USEFUL LIFE / COST ESTIMATE: Project Useful Life; 10 Years - Roadway

Project Useful Life; 50 Years - Storm Sewers

Attach Registered Professional Engineer's statement, with original seal and signature, certifying the project's useful life indicated above and estimated cost.

### 3.0 REPAIR / REPLACEMENT or NEW / EXPANSION:

TOTAL PORTION OF PROJECT REPAIR / REPLACEMENT	\$244,000.00	100	%
State Funds Requested for Repair and Replacement	\$195,200.00	80	%

TOTAL PORTION OF PROJECT NEW / EXPANSION	\$		%
State Funds Requested for New and Expansion	\$		%

(SCIP Project Grant Funding for New and Expansion cannot exceed 50% of the total Project Costs.)

### 4.0 PROJECT SCHEDULE: \*

	BEGIN DATE	END DATE
4.1 Engineering / Design:	05 / 01 / 94	07 / 15 / 94
4.2 Bid Advertisement:	07 / 15 / 94	08 / 15 / 94
4.3 Construction:	09 / 01 / 94	12 / 01 / 94

\* Failure to meet project schedule may result in termination of agreement for approved projects. Modification of dates must be approved in writing by the Commission once the Project Agreement has been executed. Dates should assume project agreement approval/release on July 1st. of the Program Year applied for.

### 5.0 APPLICANT INFORMATION:

#### 5.1 CHIEF EXECUTIVE

OFFICER	Mr. Lucius L. Ware
TITLE	Village Manager
STREET	Village of Woodlawn
	10141 Woodlawn Boulevard
CITY / ZIP	Woodlawn, Ohio 45215
PHONE	(513) 771 - 6130
FAX	(513) 771 - 3066

#### 5.2 CHIEF FINANCIAL

OFFICER	Mr. Lucius L. Ware
TITLE	Village Manager
STREET	Village of Woodlawn
	10141 Woodlawn Boulevard
CITY / ZIP	Woodlawn, Ohio 45215
PHONE	(513) 771 - 6130
FAX	(513) 771 - 3066

#### 5.3 PROJECT MANAGER John L. Eisenmann, P.E., P.S.

TITLE	Village Engineer
STREET	CDS Associates, Inc.
	11120 Kenwood Road
CITY / ZIP	Cincinnati, Ohio 45242
PHONE	(513) 791 - 1700
FAX	(513) 791 - 1936

## 6.0 ATTACHMENTS / COMPLETENESS REVIEW:

Check each section below, confirming that all required information is included in this application.

- X A certified copy of the legislation by the governing body of the applicant authorizing a designated official to submit this application and execute contracts. (Attach)
- X A summary from the applicant's Chief Financial Officer listing all local share funds budgeted for the project and the date they are anticipated to be available. (Attach)
- X A registered professional engineer's estimate of projects useful life and cost estimate, as required in 164-1-14 and 164-1-16 of the Ohio Administrative Code. Estimates shall contain engineer's original seal and signature. (Attach)
- N/A A copy of the cooperation agreement(s) if this project involves more than one subdivision or district. (Attach)
- X Capital Improvements Report (Required by 164 O.R.C. on standard form)  
\_\_\_\_\_ A. Attached.  
x B. Report/Update Filed with the Commission within the last twelve months.
- N/A Floodplain Management Permit: Required if project is in 100-year floodplain. See Instructions.
- X Supporting Documentation: Materials such as additional project description, photographs, economic impact (temporary and/or full-time jobs likely to be created as a result of the project), and other information to assist your district committee in ranking your project.

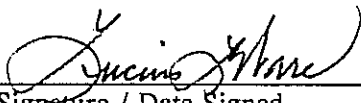
## 7.0 APPLICANT CERTIFICATION:

The undersigned certifies that: (1) he/she is legally authorized to request and accept financial assistance from the Ohio Public Works Commission; (2) that to the best of his/her knowledge and belief, all representations that are part of this application are true and correct; (3) that all official documents and commitments of the applicant that are part of this application have been duly authorized by the governing body of the applicant; and, (4) should the requested financial assistance be provided, that in the execution of this project, the applicant will comply with all assurances required by Ohio Law, including those involving minority business utilization, Buy Ohio, and prevailing wages.

IMPORTANT: Applicant certifies that physical construction on the project as defined in the application has NOT begun, and will not begin until a Project Agreement and a Notice to Proceed for this project has been executed with the Ohio Public Works Commission. Action to the contrary will result in termination of the agreement and withdrawal of Ohio Public Works Commission funding of the project.

Mr. Lucius L. Ware, Village Manager

Certifying Representative (Type or Print Name and Title)



Signature / Date Signed

Sept. 28, 1993

## ADDITIONAL SUPPORT INFORMATION

For Program Year 1994 (July 1, 1994 through June 30, 1995), jurisdictions shall provide the following support information to help determine which projects will be funded. Information on this form must be accurate, and where called for, based on sound engineering principles. Documentation to substantiate the individual items may be required by the Support Staff if information does not appear to be accurate.

- 1) What is the condition of the existing infrastructure to be replaced, repaired, or expanded? For bridges, submit a copy of the current State Form BR-86.

Closed \_\_\_\_\_ Poor X  
Fair \_\_\_\_\_ Good \_\_\_\_\_

Give a brief statement of the nature of the deficiency of the present facility such as: inadequate load capacity (bridge); surface type and width; number of lanes; structural condition; substandard design elements such as berm width, grades, curves, sight distances, drainage structures, or inadequate service capacity. If known, give the approximate age of the infrastructure to be replaced, repaired, or expanded.

Drainage conduits and ditchlines are clogged and non-functional on south section; therefore, stormwater flowing off of adjacent railroad right-of-way floods Glendale Road and S.R. 126. Poor drainage and heavy tractor trailer traffic have caused extensive roadway cracking, rutting and base failures. Many concrete joints have failed on the south section. Radii are too small so trucks routinely ride on shoulders causing deep ruts which collect water. Some lane widths are less than 10' which is not adequate for the truck traffic. This roadway may be used as an alternate route during the upcoming S.R. 126 reconstruction project. If the pavement surface is not improved now, pavement structural damage could be extensive during the S.R. 126 construction. The roadway is at least 50 years old.

- 2) If State Capital Improvement Program funds are awarded, how soon (in weeks or months) after receiving the Project Agreement from OPWC (tentatively set for July 1, 1994) would the project be under contract? The Support Staff will be reviewing status reports of previous projects to help judge the accuracy of a particular jurisdiction's anticipated project schedule.

\_\_\_\_\_ 2 \_\_\_\_\_ weeks/months (Circle one)

Are preliminary plans or engineering completed?

Yes No

Are detailed construction plans completed?

Yes No

Are all right-of-way and easements acquired?

Yes No N/A

Are all utility coordinations completed

Yes No N/A

Give an estimate of time, in weeks or months, to complete any item above not yet completed.

\_\_\_\_\_ 3 \_\_\_\_\_ weeks/months

- 3) How will the proposed project impact the general health, safety and welfare of the service area? (Typical examples may include the effects of the completed project on accident rates, emergency response time, fire protection, health hazards, user benefits, and commerce.) Please be specific and provide documentation if necessary to substantiate the data.

The existing storm drainage problems can cause deep flooding of the street and icing in the winter. Motorists exiting the roadway onto the shoulder could loose control of their vehicle in the ruts. This roadway is a bus route for Goodwill Industries and for the Princeton City School District. The existing surface is extremely rough at the railroad crossings causing a hazard for these buses.

- 4) What type of funds are to be utilized for the local share for this project?

Federal \_\_\_\_\_ ODOT \_\_\_\_\_ Local X  
MRF X OWDA \_\_\_\_\_ CD \_\_\_\_\_  
Other \_\_\_\_\_

NOTE: If MRF funds are being used for the local share, the MRF application must have been filed by August 1, 1993, for this project with the Hamilton County Engineer's Office. (See attached MRF application)

The minimum amount of matching funds for grant projects (local share) must be at least 10% of the TOTAL CONSTRUCTION COST. What percentage of matching funds are being committed to this project?

20 %

- 5) Has any formal action by a federal, state, or local government agency resulted in a complete or partial ban of the use or expansion of use for the involved infrastructure? (Typical examples include weight limits, truck restrictions, and moratoriums or limitations on issuance of building permits.) A copy of the legislation must be submitted with the application. THE BAN MUST HAVE AN ENGINEERING JUSTIFICATION TO BE VALID.

Complete Ban \_\_\_\_\_ Partial Ban \_\_\_\_\_ No Ban X

Will the ban be removed after the project is completed?

Yes \_\_\_\_\_ No \_\_\_\_\_

- 6) What is the total number of existing users that will benefit as a result of the proposed project?

2,550 (including at least 950 bus passengers)

For roads and bridges, multiply current documented Average Daily Traffic by 1.20. For public transit, submit documentation substantiating the count. Where the facility currently has any restrictions or is partially closed, use documented traffic counts prior to the restriction. For storm sewers, sanitary sewers, water lines, and other related facilities, multiply the number of households in the service area by 4.

- 7) Has the jurisdiction developed a Five Year Capital Improvement Plan as required in O.R.C., Chapter 164? (This must be included with the application to be considered for funding.)

Yes X

No           

- 8) Give a brief statement concerning the regional significance of the infrastructure to be replaced, repaired, or expanded.

Glendale Road is a north/south connector between Sharon Road in Glendale and S.R. 126. It provides direct access to I-75 via S.R. 126 for a number of industries and warehouses. Glendale Road provides bus access to the Cincinnati Area Goodwill Headquarters. The Princeton City School District routes 42 buses per day serving several schools over this section of Glendale Road. The closure of Glendale Road would result in longer bus routes on S.R. 4 which poses more traffic hazards. This section of roadway will be used as an alternate route for a considerable amount of traffic during the upcoming O-DOT S.R. 126 widening project. Motorists currently use Glendale Road as an alternate route during I-75 construction.



GLENDALE ROAD IMPROVEMENTS  
 OPINION OF CONSTRUCTION COST  
 VILLAGE OF WOODLAWN, OHIO  
 SEPTEMBER, 1993

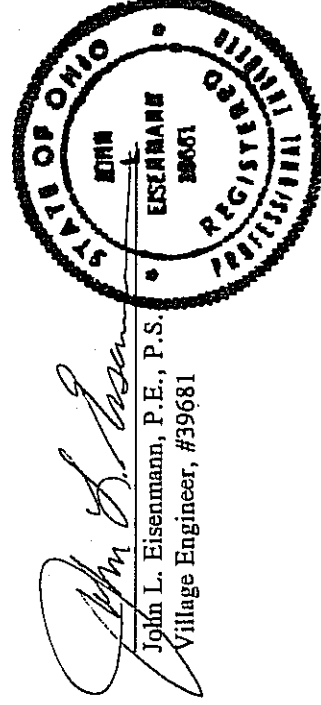
SPEC NO.	ITEM	ESTIMATED QUANTITY	UNIT OF MEASURE	UNIT COST	ITEM COST
253	Asphalt Full Depth Pavement Repairs	1550	SY	32.00	49,600.00
253	Asphalt Concrete Pavement Widening (4')	1300	SY	30.00	39,000.00
254	Pavement Planing (Butt Joints)	275	SY	4.00	1,100.00
255	Full Depth Ridged Joint Replacement	250	SY	60.00	15,000.00
304	Aggregate Shoulders (6")	325	CY	40.00	13,000.00
304	Aggregate Parking Areas (12")	240	CY	40.00	9,600.00
403	2" Asphalt Concrete Leveling Course	450	CY	60.00	27,000.00
404	1-1/4" Asphalt Concrete Surface Course	275	CY	60.00	16,500.00
407	Tack Coat	700	GAL	1.00	700.00
602	Headwalls	5	EA	1,500.00	7,500.00
603	12" Conduit, Type "B", 706.02	40	LF	45.00	1,800.00
603	24" Conduit, Type "B", SS944	70	LF	60.00	4,200.00
604	Manhole	1	EA	1,500.00	1,500.00
614	Traffic Maintenance	1	LS	5,000.00	5,000.00
640	Pavement Marking	1	LS	1,000.00	1,000.00
SPL	Crack Sealing	100	GAL	10.00	1,000.00
SPL	Raised Pavement Markers	75	EA	40.00	3,000.00

GLENDALE ROAD IMPROVEMENTS  
 OPINION OF CONSTRUCTION COST  
 VILLAGE OF WOODLAWN, OHIO  
 SEPTEMBER, 1993

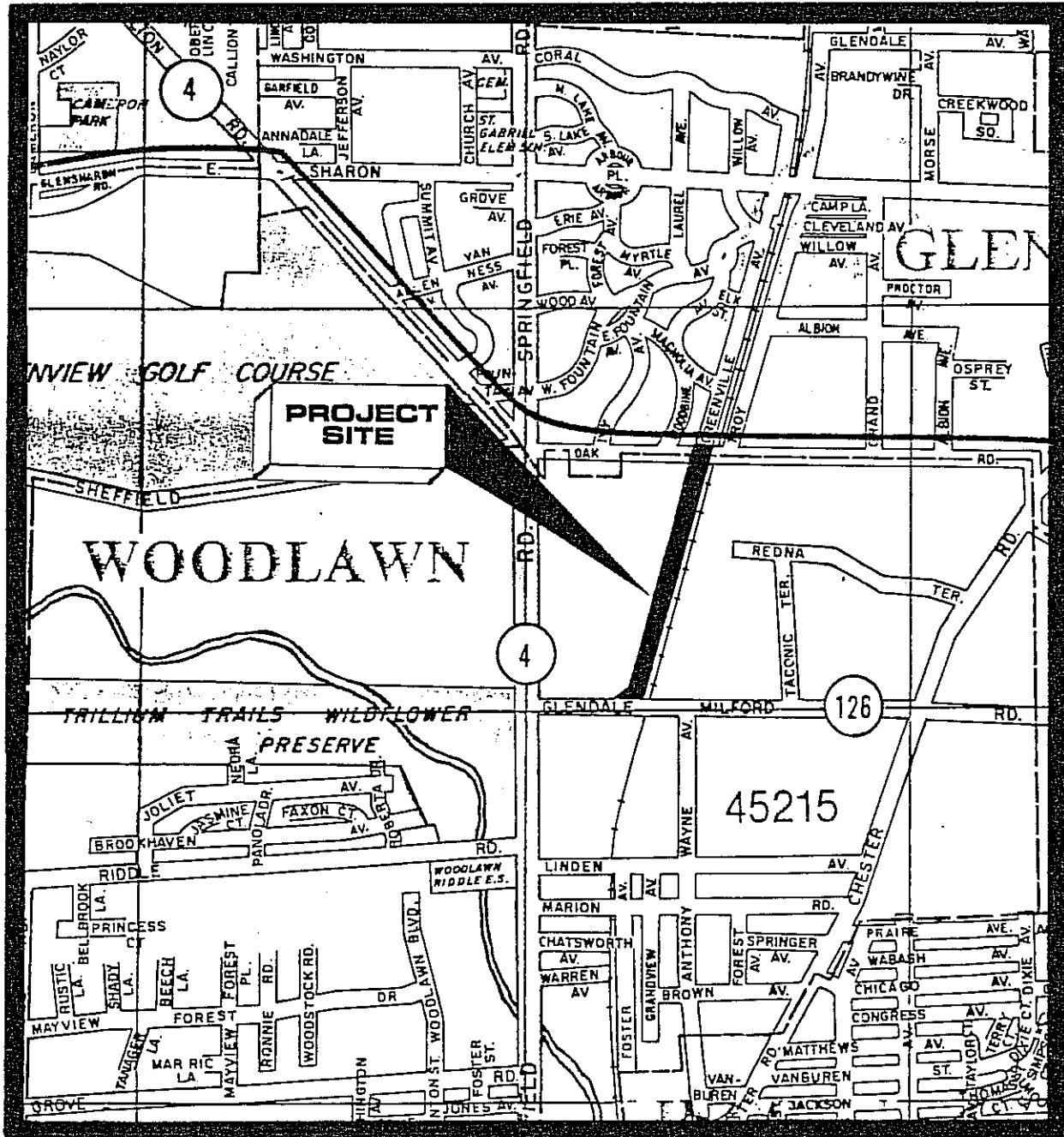
SPEC NO.	ITEM	ESTIMATED QUANTITY	UNIT OF MEASURE	UNIT COST	ITEM COST
SPL	Ditchline Regrading	2,100	LF	8.00	16,800.00
SPL	Clean Storm Sewer Conduits	850	LF	10.00	8,500.00
	SUBTOTAL:				221,800.00
	CONTINGENCIES:				22,200.00
	TOTAL REHABILITATION				\$244,000.00

USEFUL LIFE: UPON SATISFACTORY COMPLETION OF THE WORK, THE USEFUL LIFE OF THE GLENDALE ROAD IMPROVEMENTS WILL BE 10 YEARS FOR THE ROADWAY SURFACE, AND 50 YEARS FOR STORM SEWERS.

OPINION OF CONSTRUCTION COST IS SUBJECT TO ADJUSTMENT UPON DETAILED CONSTRUCTION PLAN COMPLETION AND UPON RECEIPT OF BIDS FROM QUALIFIED CONTRACTORS.



# VICINITY MAP



## GLENDAL ROAD IMPROVEMENTS

# RECORD OF RESOLUTIONS

BARRETT BROTHERS, PUBLISHERS, SPRINGFIELD, OHIO

Form 6301

Resolution No. 22

Passed 9/14, 1993

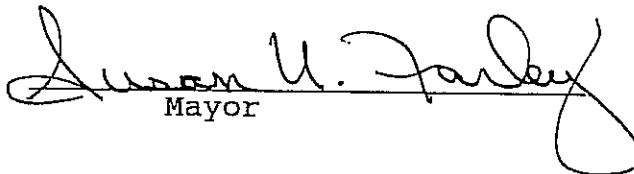
RESOLUTION AUTHORIZING THE VILLAGE MANAGER TO SUBMIT APPLICATIONS TO AND TO ENTER INTO CONTRACTS WITH THE OHIO PUBLIC WORKS COMMISSION FOR STATE CAPITAL IMPROVEMENT PROGRAM FUNDS (SCIP)

Be it resolved by the Council of the Village of Woodlawn, State of Ohio:

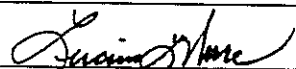
Section I: That the Village Manager be, and is hereby, authorized to submit to the Ohio Public Works Commission applications for 1994 SCIP funding of the following projects:

1. Glendale Road Improvements

Section II: The Village Manager is further authorized to enter into contract with the Ohio Public Works Commission for the funding of the aforesaid project should SCIP funding be provided for this project.

  
Mayor

Date: 9/14/93

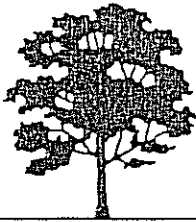
Attest: 

I, Beverly Moore Harris, Clerk of Council of the Village of Woodlawn, hereby certify that the foregoing is a true and correct copy of a resolution adopted by the Council of the Village of Woodlawn, Ohio, on the \_\_\_\_ day of \_\_\_\_\_, 1993.

  
Beverly Moore Harris

Approved as to form:

\_\_\_\_\_  
Law Director



# Village of Woodlawn

Incorporated 1941

Susan Upton Farley  
Mayor

10141 Woodlawn Blvd.  
Woodlawn, Ohio 45215  
513) 771-6130  
513) 771-3066 FAX

September 27, 1993

Lucius L. Ware  
Village Manager

The Ohio Public Works Commission  
77 South High Street  
Columbus, Ohio 43266

RE: State Capital Improvement Program Application  
Glendale Road Project

To Whom It May Concern:

This is to certify that the amount needed to meet the local share requirement as indicated in our Glendale Road Project Application for 1994 is lawfully approved for the purpose stated, and is in the process of being collected and will be appropriated to the proper fund, free from prior encumbrances by March, 1994.

Project: Glendale Road Improvement Project

Required Local Share: \$24,400.00

Funds will be encumbered from our Street and Road Construction funds which consist of 4% of our earnings tax each year. The village has also applied for 1994 Municipal Road Fund dollars for a portion of this project.

Sincerely,

Lucius L. Ware  
Village Manager

\_\_\_\_\_  
VILLAGE COUNCIL

Greg Cureton

Michael Donohue

Jerry Mitchell

Terri Waller Fuller

Johnnie Rabb

Rick Hardy

## PROJECT APPLICATION - MUNICIPAL ROAD FUND

INSTRUCTIONS: Use one form for each project.  
Assign priority to projects.  
The application cost estimate shall be prepared: By the Municipality's  
Engineer or a Registered Engineer of the Municipality's choosing.  
Submit before August 1.

(1) Municipality Village of Woodlawn

(2) Road Name Glendale Road

(3) Project Limits S. R. 126 to Oak Road (Glendale Corp Line)

(4) Project Priority 1 (1994)

(5) Present Roadway Data:

(a) Pav't. Width 19' to 22' (b) R/W Width 40' (c) Curb Type None

(d) Type Surface Asphalt Conc. (e) Type Base Conc./Aggre. (f) Shldr. Type Aggregate

(g) Shldr. Width Varies 0' to 10' (h) Year Last Resurfaced Unknown

(6) Present condition of project area: List deficiencies and reasons for improvement.  
Heavy structural cracking, rutting and settlement due to truck traffic. Joints in concrete base are deteriorated. Ruts and potholes present in shoulders. Drainage conduits and ditchlines are clogged and non-functional on south section, therefore, stormwater flowing off of adjacent railroad right-of-way floods Glendale Road and S.R. 126. This flooding causes erosion, roadway deterioration and unsafe conditions for motorists.

(7) Project description or statement of work to be done: Include width and type of new pavement and other project particulars.  
Full depth repairs of concrete joints and deteriorated roadway sections; regrade ditchlines; clean out storm conduits and culverts; resurface existing roadway width with 2" asphalt concrete leveling course and 1-1/4" surface course; place 3' wide aggregate shoulders and 10' wide aggregate pull-off areas; install raised pavement markers.

(8) Traffic Data: (a) Present Volume 3,000 (b) Date of Count Est.

(9) Cost Estimate:

When engineering plans are necessary, list the following costs:

(a) Preparation of preliminary plans & estimate, etc. \$ 1,250.00

(b) Preparation of final plans & estimate, etc. \$ 19,250.00

Construction Cost Estimate (10% SCIP Match) \$ 19,500.00

Other Costs (specify) \$ ----

Total Project Cost for which application to MRF is made \$ 40,000.00

(10) ~~Estimated date construction can be started after approval~~ 6/01/94

(11) Estimated date construction can be started if not funded 100% from Municipal Road Fund Unknown

(12) Cost Estimate Prepared By: John L. Eisenmann, P.E., P.S. Date: 7/27/93

(13) Application Prepared By: CDS Associates, Inc. Date: 7/27/93



RECEIPTS

Governmental Fund Types	Expendable Trust Funds	Proprietary Funds	Nonexpendable Trust Funds	Agency Funds	Total Memorandum Only
REVENUE RECEIPTS:		OPERATING REVENUES:			
Local Taxes	2,558,309	-0-			2,558,309
Intergovernmental Revenue	281,691				281,691
Special Assessments	18,860				18,860
Charges for Services	16,362	9,800			26,162
Fines, Licenses, & Permits	44,272				44,272
Miscellaneous	110,437			927	111,364
TOTAL RECEIPTS	3,029,931	-0-	9,800	927	3,040,658

DISBURSEMENTS

Governmental Fund Types	Expendable Trust Funds	Proprietary Funds	Nonexpendable Trust Funds	Agency Funds	Total Memorandum Only
EXPENDITURE DISBURSEMENTS:		OPERATING EXPENSES:			
Current:					
Security of Person & Property	1,207,948	2,765			1,210,714
Public Health Services	8,916				8,916
Leisure Time Activities	249,208				249,208
Community Environment	31,319				31,319
Basic Utility Services	347,107				347,107
Transportation	374,865				374,865
General Government	880,901				880,901
Personal Services					
Travel Transportation					
Contractual Services		1,499			1,499
Supplies and Materials					
Capital Outlay					
Debt Service	46,29				46,29
TOTAL DISBURSEMENTS	3,127,193	4,265		-0-	3,131,758
Total Receipts over/under Disbursements	(97,562)	5,535		927	(91,100)

OTHER FINANCIAL SOURCES/(USES)

NON-OPERATING REVENUES/(EXPENSES)

Governmental Fund Types	Expendable Trust Funds	Proprietary Funds	Nonexpendable Trust Funds	Agency Funds	Total Memorandum Only
Local Taxes					
Intergovernmental Revenues					
Proceeds from Sale of Debt					
Sale of Bonds					
Sale of Notes					
Other Proceeds					
Miscellaneous					
Sale of Fixed Assets					
Other Sources/Nonoperating Rev.					
Transfers-In					
Advances-In	99,760	19			99,779
Transfers-Out	( )	( )	( )	( )	( )
Advances-Out	( )	( )	( )	( )	( )
Debt Service	( )	( )	( )	( )	( )
Other Uses/Nonop. Expenditures	( )	( )	( )	( )	( )
TOTAL OTHER FIN. SOURCES/(USES)	99,760	19		-0-	99,779
Excess Receipts and Other Financing Sources Over/(Under)	-0-	-0-		-0-	-0-
Expend. Disb. & Other Uses/Net					
Fund Cash Balance January 1, 1992	2,132,591	935		31,453	2,164,979
Fund Cash Balance December 31, 1992	2,134,789	6,489		32,380	2,173,658
Reserve for Encumbr. December 31	50,501	-0-		-0-	50,501

Summary of Indebtedness

Summary of Indebtedness	OUTSTANDING Jan. 1, 1992	NEW ISSUES	RETIRED	OUTSTANDING Dec. 31, 1992	Treasury Balance
Mortgage Revenue					Investments
G.O. Bonds	29,000	-0-	3,421	25,579	Cash on Hand
G.O. Notes					Total Treasury
Revenue Anticipation Notes					Balance
O.W.D.A. Loans					Outstanding
Industrial Dev. Bonds					TOTAL BALANCE
Other Bonds & Notes					
TOTAL	29,000	-0-	3,421	25,579	

Memoranda Data:

Assessed Valuation		I certify this report to be correct and true to the best of my knowledge.	THIS IS AN UNAUDITED FINANCIAL STATEMENT
Property Tax Levies:			
Inside 10 Mill	3.08	<i>Lucius B. Ware</i>	03-30-93 Village Administrator
Outside 10 Mill	1.00	(Chief Fiscal Officer Sign Above)	(Date)
Charter Village	WOODLAWN	(Chief Fiscal Officer Title)	
Municipal Income Tax	1.4%	10141 Woodlawn Blvd.	Woodlawn, OH 45215
Estimated Population	2,790	(Street Address)	(City or Village)
Federal Census Population	2,640	Lucius B. Ware	(Zip)
		(Print or Type Name)	(613) 271-6130
			(Telephone)

## **RESULTING EMPLOYMENT OPPORTUNITIES**

- A. Temporary Employment: It is anticipated that 10 to 15 temporary construction jobs will be created as a result of this project.
- B. Full-time Employment: It is not anticipated that any new full-time employment will result from the proposed infrastructure activity.



CDS Associates, Inc.  
15 MINUTE, 2 CHANNEL VEHICLE COUNT

REFERENCE: 93012-08 0

CORRECTION FACTOR: 1.00

LOCATION: Glendale Road 1000' N of SR126 Village of Woodlawn, Ohio

FILENAME: 93012-08

WEATHER: Sunny

TUESDAY 9 / 21 / 93

OPERATOR: RSCH

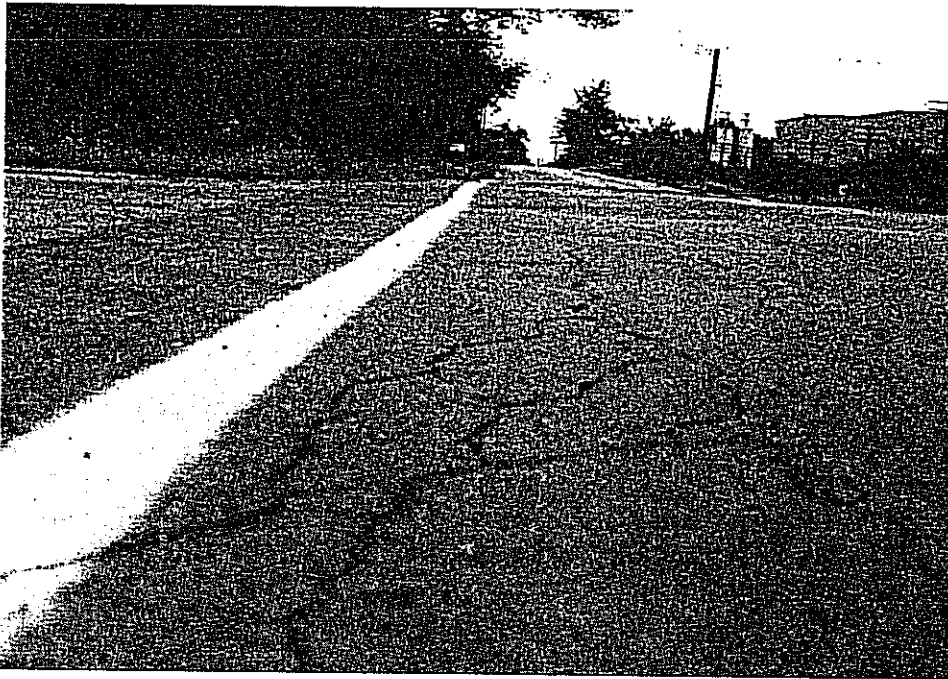
HR	NB-SB				HR					HR	CB
BEGINS	0	15	30	45	TOTAL	0	15	30	45	TOTAL	TOTAL
AM											
12	6	0	1	0	7	0	0	0	0	0	7
1	0	0	0	1	1	0	0	0	0	0	1
2	5	0	1	1	7	0	0	0	0	0	7
3	6	0	0	1	7	0	0	0	0	0	7
4	0	1	1	3	5	0	0	0	0	0	5
5	5	1	2	2	10	0	0	0	0	0	10
6	7	12	10	19	48	0	0	0	0	0	48
7	23	24	29	35	111	0	0	0	0	0	111
8	21	21	22	21	85	0	0	0	0	0	85
9	18	18	14	22	72	0	0	0	0	0	72
10	15	18	13	7	53	0	0	0	0	0	53
11	9	25	28	18	80	0	0	0	0	0	80
PH											
12	30	20	21	20	91	0	0	0	0	0	91
1	20	16	12	15	63	0	0	0	0	0	63
2	20	17	26	37	100	0	0	0	0	0	100
3	27	36	33	33	129	0	0	0	0	0	129
4	38	28	49	25	140	0	0	0	0	0	140
5	43	43	23	27	136	0	0	0	0	0	136
6	27	16	9	13	65	0	0	0	0	0	65
7	15	5	9	10	39	0	0	0	0	0	39
8	11	7	4	13	35	0	0	0	0	0	35
9	9	3	5	4	21	0	0	0	0	0	21
10	7	5	7	3	22	0	0	0	0	0	22
11	3	3	1	2	9	0	0	0	0	0	9
TOTALS					1336					0	1336

AM PEAK HOUR IS 7:00 TO 8:00

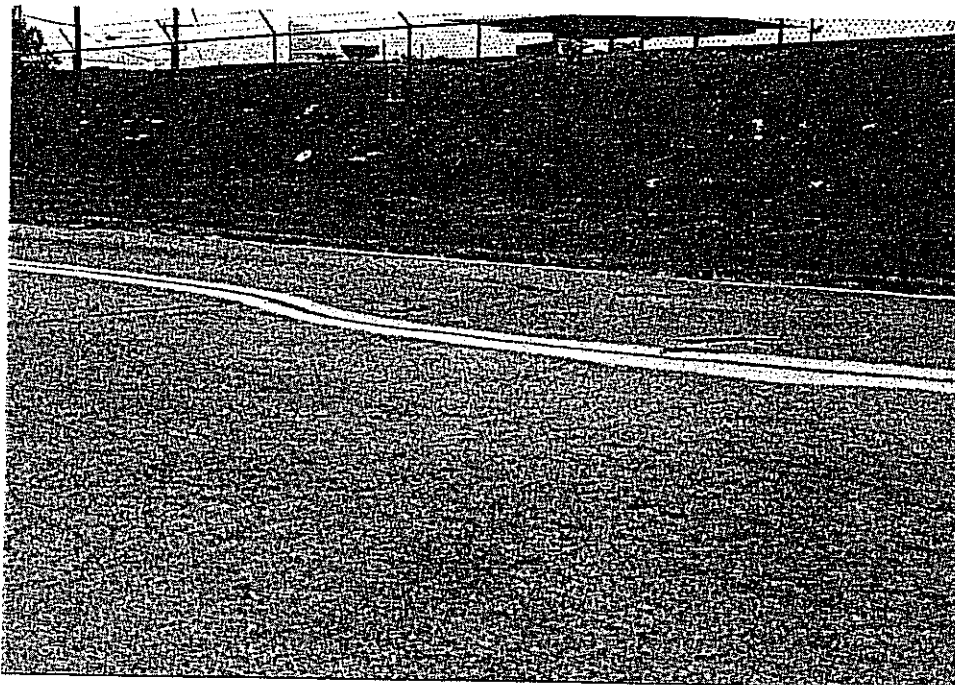
VOLUME	NB-SB:	111	:	0	COMBINED:	111
DIRECTIONAL SPLIT		100%		0%		
PEAK HOUR FACTOR		0.79		*		0.79

PM PEAK HOUR IS 4:30 TO 5:30

VOLUME	NB-SB:	160	:	0	COMBINED:	160
DIRECTIONAL SPLIT		100%		0%		
PEAK HOUR FACTOR		0.82		*		0.82



*VIEW OF UNEVEN PAVEMENTS AT RAILROAD CROSSING APPROACH*



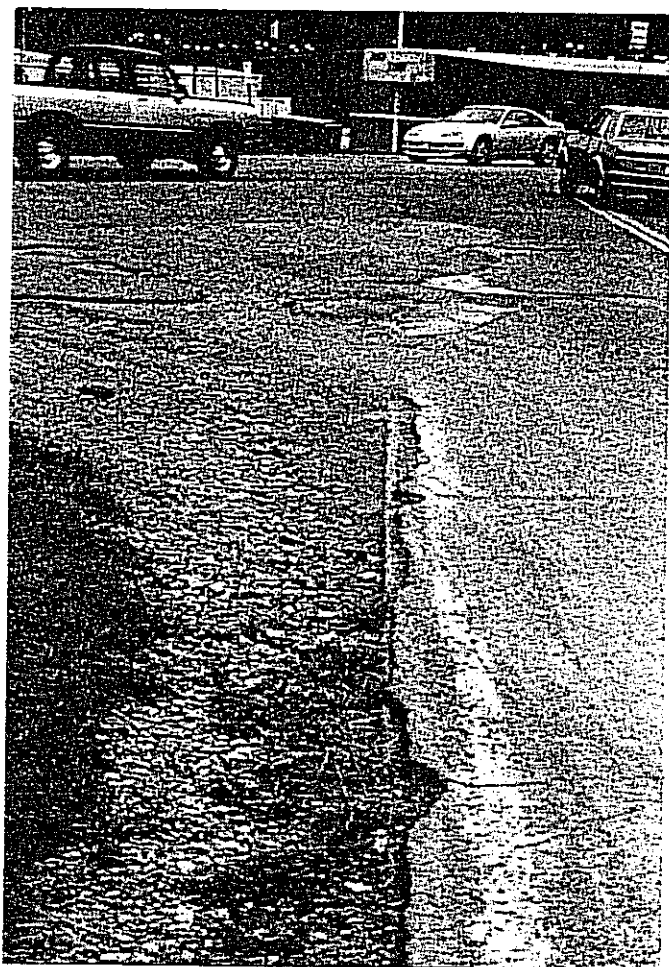
*SETTLEMENT OF PAVEMENTS ACROSS CENTERLINE*



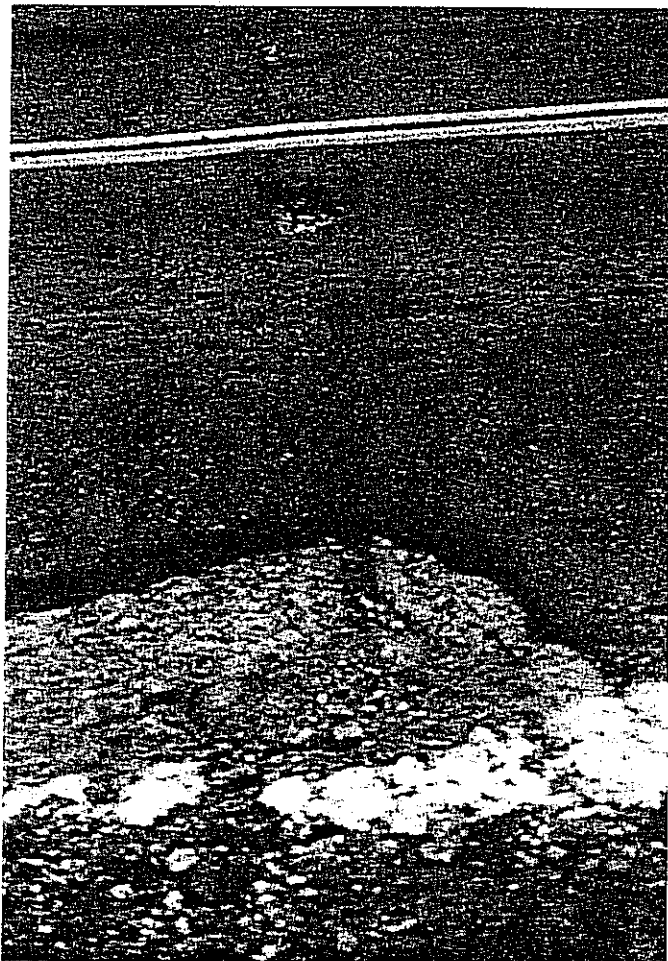
*FAILURE OF PAVEMENT EDGE  
ON NARROW SECTION OF  
ROADWAY IN SHARP CURVE*

*DEEP RUT WHERE TRUCKS  
DRIVE OFF INSIDE EDGE OF  
NARROW PAVEMENTS IN  
CURVE*

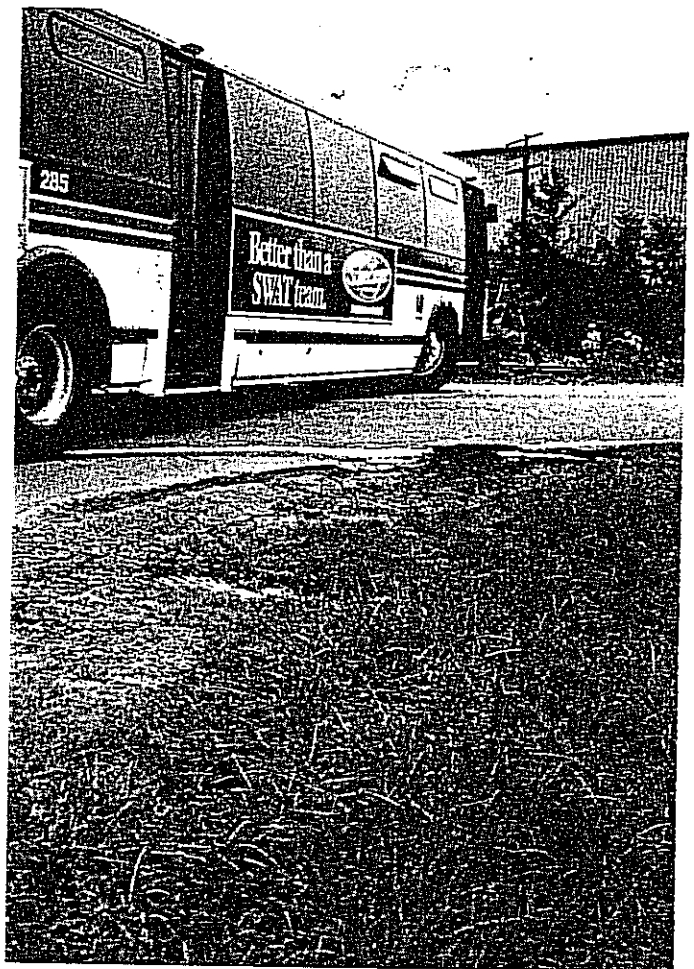




**GENERAL DETERIORATION  
OF PAVEMENT SURFACE  
NEAR INTERSECTION WITH  
S.R. 126. SHOULDER  
RUTTING IS EVIDENT IN  
RADIUS**



***DETERIORATION OF JOINTS  
IN CONCRETE PAVEMENT***



**SHOULDER RUTTING AND COLLAPSED PIPE END ARE EVIDENCE THAT THE RADIUS IS NOT LARGE ENOUGH AT THE GOODWILL INDUSTRIES ACCESS ROAD. NOTE THAT BUS TURNING RIGHT CROSSES BOTH LANES OF GLENDALE ROAD AND DRIVES ON OPPOSITE SHOULDER TO AVOID RUTS IN RADIUS.**



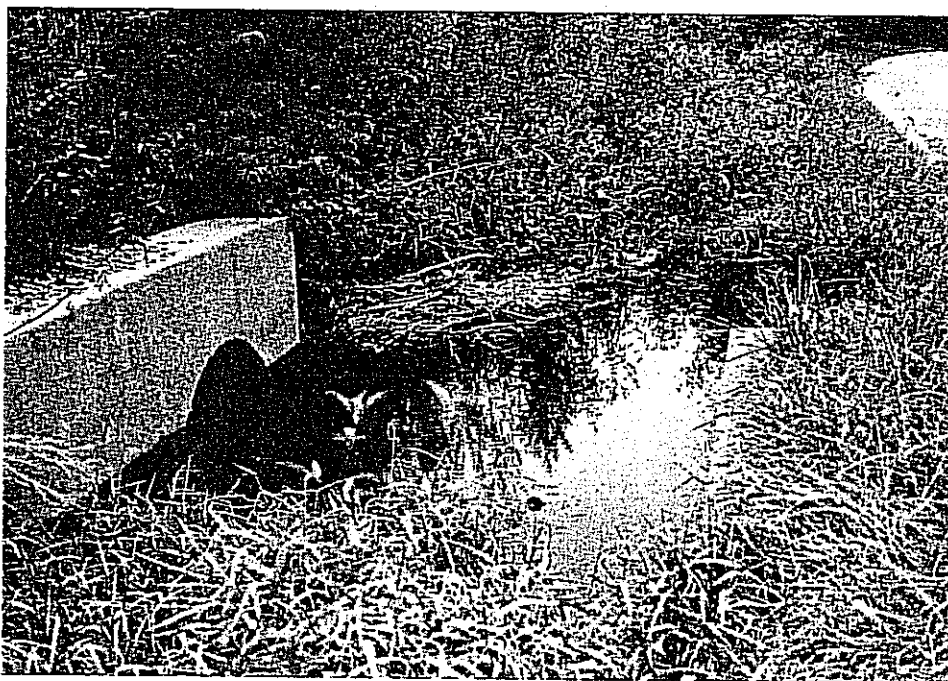


***DETERIORATION OF PAVEMENT EDGE AND SHOULDER RUTTING FROM  
TRUCK TURNING TRAFFIC***





***CRACKING AND BASE FAILURE NEAR CENTERLINE OF PAVEMENT***



***DITCHLINE BETWEEN ROADWAY AND RAILROAD IS BLOCKED WITH  
DEBRIS AND SILT, CAUSING WATER TO FLOW ACROSS ROADWAY  
DURING HEAVY RAINFALLS***





**CRACKING AND FAILURE OF  
ASPHALT CONCRETE  
PAVEMENTS**





## Five Year Capital Improvement Plan/Maintenance of Effort

12/23/93

Subdivision Name:

Code:

Date \_\_\_\_\_

Project Name / Description	Funding Code(s)	Status	Total Cost	Two Year Effort		Five Year Plan				
				1991	1992	1993	1994	1995	1996	1997
				Funded		Planned				
		(Active (Complete (Pending								

[illegible]

# Ohio Public Works Commission

## Five Year Capital Improvement Plan/Maintenance of Effort

12/23/93.

Date \_\_\_\_\_

[illegible]

# Ohio Public Works Commission

## Five Year Capital Improvement Plan/Maintenance of Effort

Subdivision Name: Village of Woodlawn Code: 061-86366 Date: 12/23/93

Project Name / Description	Funding Code(s)	Status (A)ctive (C)omplete (P)ending	Total Cost	Two Year Effort		Five Year Plan				
				1991	1992	1993	1994	1995	1996	1997
				Funded		Planned				

Ronnie Road - South	Road Fund	P	25,000					25,000		
Brown Avenue	Road Fund	P	60,000						60,000	
Douglas Avenue	Road Fund	P	25,000						25,000	
Wayne Avenue - SR 126 to Marion	MRF/OPWC	P	110,000						110,000	
Forest Drive	Road Fund	P	25,000						25,000	
Nedra Court	Road Fund	P	10,000						10,000	
Prarie	Road Fund	P	104,000						104,000	
McLean	Road Fund	P	28,000							28,000
Chatsworth	Road Fund	P	25,000							25,000
Warren	Road Fund	P	25,000							25,000
East Leslie	Road Fund	P	20,000							20,000
Gruenenger Way	Road Fund	P	45,000							45,000
Marion	OPWC/Road Fund	P	275,000							275,000

# STATE CAPITAL IMPROVEMENT PROGRAM

## LOCAL TRANSPORTATION IMPROVEMENT PROGRAM

### ROUND NO. 8

PROGRAM YEAR 1994 PROJECT SELECTION CRITERIA - JULY 1, 1994 TO JUNE 30, 1995

ADOPTED BY THE DISTRICT 2 INTEGRATING COMMITTEE

JULY 16, 1993

JURISDICTION/AGENCY: WOODLAWN

NAME OF PROJECT: GLENDALE ROAD IMPROV.

TOTAL POINTS FOR THIS PROJECT: 41

NO.  
POINTS

- 10 1) If SCIP/LTIP Funds are granted, when would the construction contract be awarded? (The Support Staff will assign points based on engineering experience.)
- 10 Points - Will be under contract by December 31, 1994
  - 5 Points - Will be under contract by March 30, 1995
  - 0 Points - Will not be under contract by March 30, 1995
- 12 2) What is the condition of the infrastructure to be replaced or repaired? For bridges, base condition on latest general appraisal and condition rating.
- 20 Points - Poor Condition
  - 16 Points -
  - 12 Points - Fair to Poor Condition
  - 8 Points -
  - 4 Points - Fair Condition

NOTE: If the infrastructure is in "good" or better condition it will NOT be considered for SCIP/LTIP funding, unless it is a betterment project that will improve serviceability.

- 6 3) If the project is built, what will be its effect on the facility's serviceability?

10 Points - Significant effect (e.g., widen to and add lanes along entire project)  
8 Points - Moderate to significant effect  
6 Points - Moderate effect (e.g., widen exist. lanes)  
4 Points - Moderate to little effect  
2 Points - Little or no effect (e.g., street or bridge deck rehabilitation)

- 4 4) How important is the project to HEALTH, SAFETY, AND WELFARE of the public and the citizens of the District and/or service area?

10 Points - Highly significant importance, with substantial impact on all 3 factors  
8 Points - Considerably significant importance, with substantial impact on 2 factors OR noticeable impact on all 3 factors  
6 Points - Moderate importance, with substantial impact on 1 factor or noticeable impact on 2 factors  
4 Points - Minimal importance, with noticeable impact on 1 factor  
2 Points - No measurable impact

- 2 5) What is the overall economic health of the jurisdiction?

10 Points - Poor  
8 Points -  
6 Points - Fair  
4 Points -  
2 Points - Excellent

- 2 6) What matching funds are being committed to the project, expressed as a percentage of the TOTAL CONSTRUCTION COST? Loan and Credit Enhancement projects automatically receive 5 points, and no match is required. All grant funded projects require a minimum of 10% matching funds.

5 Points - 50% or more  
4 Points - 40% to 49.99%  
3 Points - 30% to 39.99%  
2 Points - 20% to 29.99%  
1 Point - 10% to 19.99%

- 0 7) Has any formal action by a federal, state, or local government agency resulted in a partial or complete ban of the usage or expansion of the usage for the involved infrastructure? POINTS MAY ONLY BE AWARDED IF THE END RESULT OF THE PROJECT WILL CAUSE THE BAN TO BE LIFTED.

5 Points - Complete or significant ban  
3 Points - Partial or moderate ban  
0 Points - No ban of any kind

- 2 8) What is the total number of existing daily users that will benefit as a result of the proposed project? Appropriate criteria include current traffic counts, households served, when converted to a measurement of persons. Public transit users are permitted to be counted for roads and bridges, but only when certifiable ridership figures are provided.

5 Points - 10,000 or more  
4 Points - 7,500 to 9,999  
3 Points - 5,000 to 7,499  
2 Points - 2,500 to 4,999  
1 Point - 2,499 and under

- 2 9) Does the infrastructure have REGIONAL impact? Consider origins and destinations of traffic, functional classification, size of service area, number of jurisdictions served, etc.

5 Points - Major impact (e.g., major multi-jurisdictional route, primary feed route to an Interstate, Federal - Aid Primary routes)  
4 Points -  
3 Points - Moderate impact (e.g., principal thoroughfares, Federal - Aid Urban routes)  
2 Points -  
1 Point - Minimal or no impact (e.g., cul-de-sacs, subdivision streets)

- 1 10) Has the jurisdiction enacted the optional \$5 license plate fee, an infrastructure levy, a user fee, or a dedicated tax for infrastructure?

2 Points - Two of the above  
1 Point - One of the above  
0 Points - None of the above



ADDENDUM TO THE RATING SYSTEM  
DEFINITIONS

CRITERION 2 - CONDITION

Poor - Condition is dangerous, unsafe or unusable

Fair to Poor - Condition is inadequate or substandard

Fair - Condition is average, not good or poor

CRITERION 5 - ECONOMIC HEALTH

The following factors are used to determine economic health:

- 1) Median per capita income
- 2) Per capita assessed valuation of the total community real estate and personal property
- 3) Poverty indicators
- 4) Effective tax rates
- 5) Total corporate debt as a percentage of assessed valuation
- 6) Municipal revenues and expenditures per capita

CRITERION 9 - REGIONAL IMPACT

- |                   |  |
|-------------------|--|
| Major impact -    | Primary water or sewer main serving an entire system     |
| Moderate impact - | Waterline or storm sewer serving only part of a system   |
| Minimal impact -  | Individual waterline or storm sewer not part of a system |